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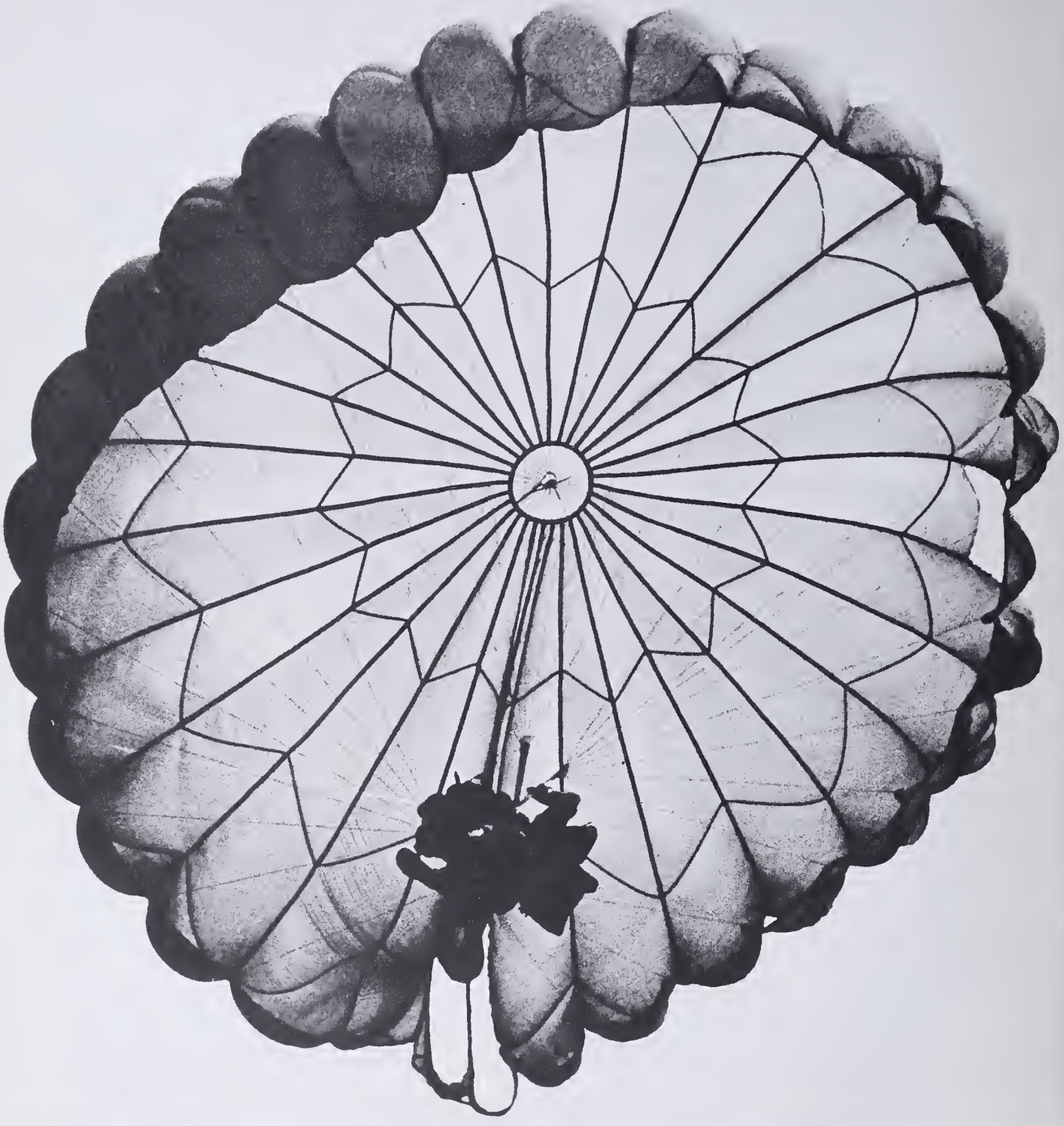
Profile

a guide to military careers

November 1983

Air Force red beret training



Parachuting in the military is explored in the December issue of PROFILE. Other features will contain information on helicopter mechanics, small boat operators, explosive ordnance disposal specialists and much more.

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About the covers

An Air Force combat controller's dirty and camouflage-encrusted face portrays the hard work needed to graduate from their training school and earn the RED BERET. See page 4 for the story. (Photo by Tech. Sgt. Ken Hammond)

The first military haircut can become a shocking experience for new recruits. The Army has taken their initial training back to the basics. The story begins on page 12. (Photo by Petty Officer 2nd Class Robert Hamilton)

The RED BERETS

story and photos by Tech. Sgt. Ken Hammond

"By their deeds you will know them." Or would you?

They have, by all counts, one of the most challenging and dangerous jobs in the Air Force. However, unless your business in battle was to hear them, you wouldn't.

Come to think about it, you don't hear much about them in peacetime, either. They like it that way, the combat controllers do. They are a silent force, expert in warfighting specialties ranging from parachuting to gathering intelligence. Their job is to establish and operate landing, drop, and extraction zones right under the enemy's nose.

A bit of exaggeration—yes. Yet, combat controllers train to live where the enemy lives—and survive.

However, if it's not your business to hear them (and you don't hear much about them) you can certainly spot them easily enough, but only on and around a base. They wear a distinguishing—and distinguished—symbol that says volumes about them—A RED BERET.

Staff Sgt. Chris Caffall, an instructor at the Military Airlift Command's Combat Controller School, Pope Air Force Base, N.C., got to the heart of the matter in three sentences. "The color red represents all those combat controllers who died doing their job. The black band represents the fear of the unknown that each controller experiences and the initiative needed to conquer those fears to accomplish the mission. The knot tied in the back represents the unwritten bond of fraternity among all combat controllers."

Candidates for combat controller positions are all volunteers and enter the school by one of three avenues: from basic training, from Air Traffic Control School, or by cross-training from other career fields. The school is the final test, a culmination of 18 weeks of Air Traffic Control School at Kessler Air Force Base, Miss. and three weeks of parachute training at Fort Benning, Ga. For all candidates, it began with an intense personal screening.

The Combat Control School, first located at Sewart Air Force Base, Tenn., in 1965 and later at Little Rock Air Force Base, Ark., moved to its present location in 1980. Pope offers special opportunities because of the great variety of tactical airlift it can provide for training. Another advantage is the base's proximity to the 82nd Airborne Division at Fort Bragg, which provides excellent parachute ranges for training.

The commandant of the controllers school, Capt. Robert Homes, is a no-nonsense officer with a master's degree in education. His instructors are selected from within the field. They include superior airmen such as Tech. Sgt. William Howell, named Combat Controller of the Year in 1982, who followed in his father's footsteps by entering the career field.

All the instructors complete the same grueling physical conditioning program as their students and meet the same professional standards. "The students think we don't sweat or get tired during PT, and we like to keep it that way; it gives them something to shoot for," Staff Sgt. Cafall said.

At the school everything is by the book. Appearance regulations are strictly enforced. Fatigues are starched and sport razor-sharp creases, boots are spit-shined to a high gloss, hair is closely cropped and open ranks inspections are

conducted daily. On Fridays the commandant or superintendent conducts the inspection. Heaven help you if you're out of standards.

The school offers excellent academic instruction and hands-on training in the many facets of a combat controller's work. All nine instructors have served on operational teams and, thus bring considerable firsthand experience to the job.

"The school has eight and a half weeks to take a guy who six months ago was on the streets of New York or on a farm in Iowa and turn him into a combat controller," said Senior Master Sgt. Al Cobert. "But it will normally be three to four years down the road before that graduate has enough experience and confidence to do the job without having to have someone nearby to answer the many questions he has about the job. There's something new to learn all the time.

The courses include communications, first aid, weapons, patrol and ambush techniques, establishing drop and landing zones, insertion and extraction by helicopter, demolitions, rappelling, and jumpmaster training. "The average combat controller in battle is faced with more serious decisions than many in the Air Force because he is responsible for millions of dollars in resources as well as the lives of thousands of men who depend on the decisions he makes," Senior Master Sgt. Corbett said.

Because of those wartime responsibilities, pressure is put on and kept on the students to make sure they can handle themselves and their duties without faltering. Both high academic and high physical standards have to be maintained. Failure to do so brings immediate elimination from the program. The students final proving ground is the field training exercise that comes at the end of their schooling. for 10 days and nights they live as they would in war with C-rations their standard menu, a pup tent their home, and splotches of camouflage paint on their faces every waking moment.

In a recent group, only 10 members of the original class of 28 remained. It was apparent that those still in training had lost the cockiness that came with completing jump school. In its place was a calm assurance. They were finding out about themselves, their strengths and weaknesses.

"They don't know how far they can push themselves or what their limits are," noted Staff Sgt. Caffall. "We push them hard but never to their limit. What we want to see is whether they can take it or not. If they are going to quit, we want them to do it here and not while they are on a mission that could cost lives and resources," he explained.

Quitting would be easy during the last two days of the field training exercise. Up to then, the students have traveled by night, undergone an ambush, made a river crossing, performed first aid, etc., as a team. Now it is up to the individual to complete the confidence course. This is the final test, and each must prove he can use a map and compass for the next two days and nights navi-

High Altitude Low Opening parachute jumps require concentration, skill, and double- and triple-checks of a jumper's gear.

gating through swamps and thick woods to a designated point.

Imagine that last day when the end of the gruelling 48-hour ordeal approaches. One by one the trainees begin to arrive at the marshaling point. Smiles begin breaking through dirt-and-camouflage-encrusted faces. The count reaches eight, and their happiness ebbs. As time passes, it becomes obvious. Two of their comrades have not completed the course and will not graduate.

The eight line up on a road and double-time back to the base camp. The full rucksacks cut into their shoulders, but they are beyond caring. They know they have made it. A final 100 pushups earn each of them a soft drink but not before being told one last time how miserable they were.

More smiles—but knowing smiles this time.

"We know now what they've been trying to teach us," one student said. "They want to make us see that we can do anything if we put our minds to it."

They have done just that, and the red beret says it's so, eloquently and silently.

Physical training is of major importance to combat controllers, whose difficult and demanding tasks in the field often require superior stamina. Their weapons, a modified M-16, are a constant companion.

newsbriefs

What do you call a military woman?

The U. S. Army, Navy and Air Force once had two names for their troops—one for men and another for women. The Army personnel were called soldiers and WACs (Women's Army Corps), the Navy called their people sailors and WAVES (Women Accepted for Volunteer Emergency Service), and the Air Force named theirs airmen and WAF (Women's Air Force). By acts of Congress each service now has only one name for their personnel. So what do you call a female in the Army, Navy, Marines and Air Force? A soldier, sailor, Marine and airman.

Pentagon corridor honors women

The Secretary of Defense has approved the establishment of a permanent corridor in the Pentagon honoring military women. Planning has already begun on its design and construction. The corridor will highlight the history of women in the military and will incorporate authentic artifacts and memorabilia dating from the Revolutionary War to current achievements.

Army aviation branch

The Secretary of the Army John O. Marsh Jr. recently approved the establishment of a separate Army Aviation branch to be located at the U. S. Army Aviation Center at Fort Rucker, Ala. The decision resulted from a study which said that new battle doctrine has broadened Army aviation's role as a combat maneuver element.

Earring wear ok'd

The U. S. Army and Air Force recently announced a new policy allowing female members to wear small round earrings with their dress uniforms.

Test your defense knowledge

Here's a chance to test your knowledge about military and civilian personnel in the Department of Defense. The following 10 questions are based on information in the Special Almanac Issue of "Defense 82," September 1982. (Answers are approximate and the military statistics include officer and enlisted members in the Army, Air Force, Navy and Marines.)

1. How many active duty personnel are there?

   a. 900,000 b. 2,100,000 c. 3,700,000 d. 5,200,000

2. How many civilians work for the Department of Defense?

   a. 1,270,000 b. 2,740,000 c. 4,100,000 d. 5,920,000

3. How many military personnel are in the Guard and Reserves (not including retired reserves)?

   a. 100,000 b. 900,000 c. 1,400,000 d. 2,600,000

4. What is the total number of family members of active duty personnel?

   a. 1,300,000 b. 2,600,000 c. 3,900,000 d. 5,200,000

5. How many active duty personnel are serving overseas?

   a. 700,000 b. 1,100,000 c. 2,100,000 d. 3,200,000

6. How many dependents of active duty are living overseas (outside CONUS)?

   a. 100,000 b. 400,000 c. 1,400,000 d. 2,300,000

7. What percentage of military are women?

   a. 2% b. 9% c. 17% d. 25%

8. What percentage of military are blacks, hispanics or other minorities?

   a. 7% b. 11% c. 19% d. 28%

9. What percentage have a high school diploma or higher education?

   a. 60% b. 70% c. 80% d. 90%

10. What percentage are age 30 or younger?

    a. 51% b. 62% c. 74% d. 83%

Answers:

1—b 2—a 3—c 4—b 5—a
6—b 7—b 8—d 9—d 10—c

They pray for

by Tracy L. Tanner

It may not be nice to fool Mother Nature, but what happens when Mother Nature is the one doing the fooling? What happens when your work depends on a certain temperature and Mother Nature decides it's going to be different this year? Members of one certain Army group resort to their only tactic—they pray.

The use of prayer is not uncommon, but the prayers of these soldiers rate right up there with peculiar, absurd and to most, just plain crazy! They pray for cold. "Twenty-five degrees below, at least, please," they may be heard chattering. Perhaps cold is an understatement, freezing would be more like it.

These soldiers aren't crazy, they're just looking to get a job done and temperatures in the minus 25 degree level are a necessity. The soldiers assigned to the Army Cold Regions Test Center (CRTC) at Fort Greely, Alaska, test everything from sleeping bags and tires to the Army's newest weapons.

The CRTC at Fort Greely is one of nine testing locations in the United States and the Republic of Panama that form the U.S. Army Test and Evaluations Command. Each site is chosen for its climate, allowing equipment to be tested for its resistance to the many temperature extremes to which Army personnel are assigned. Fort Greely handles the cold weather testing.

The fort is an ideal location for cold weather testing with sustained temperatures dipping into the minus degrees. Snow and ice is in abundance, as well as tundra, mountains, acres of plains and forests allowing the CRTC to test just about anything.

The center's staff consists of 33 officers, 250 enlisted and 25 civilians. Since it is necessary for the testers to have a working knowledge of the equipment being tested, staff members are chosen from infantry, artillery, chemical and armor specialties. These soldiers conduct the tests while

Spec. 5 Jose Santiago changes a component of the arctic area refueling nozzle before beginning another test at the Army's Cold Region Test Center. (Photo by Rolly Bain)

COLD

other administrative and data processing technicians handle the paperwork side of the house.

Although many people associate cold with Alaska, the men and women stationed at Fort Greely will argue that cold is not enough. Many of their tests call for certain temperatures and even Alaska doesn't always come through.

Lt. Col. Harley J. Gary, director of the administrative support division explained that there is a testing season. "We are ready to go by October," said Gary. "During the months of October and November, we are able to do a few tests, but the ideal temperatures usually fall during December and January."

When Gary says "ideal temperatures," he is speaking of the minus 25 degree level. Minus 30 degrees and holding is termed "excellent weather."

During these excellent conditions, tests are run day and night, seven days a week. The center averages 20 to 40 major tests each year with their busiest months being November through March, but tests are conducted year round.

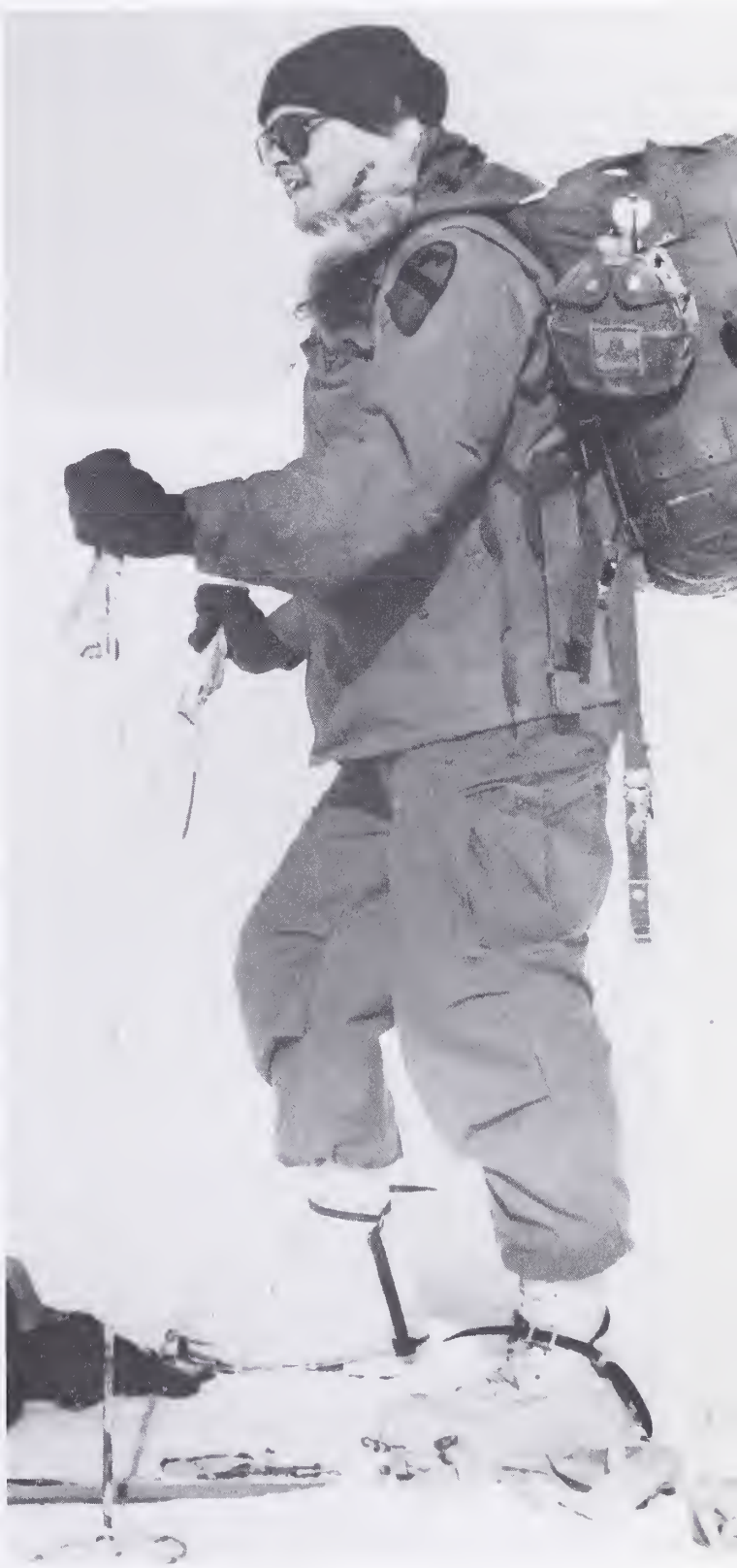
Capt. Eric K. Gorzelnij was stationed at the CRTC for two years before his present assignment with the 3rd Infantry Division at Fort Meyer, Va. "I tested the Infantry Fighting Vehicle, which is an armored personnel carrier with a weapons system," said Gorzelnij. "It did O.K., but there were problems with the circuitry."

Gorzelnij explained that problems found at the testing site are things manufacturers in the warmer climates of the continental United States don't think about because they aren't faced with the extreme cold temperatures.

He also said that it is unfair to judge the whole system if one part of it breaks down. "By comparison," he said, "if you had a flat tire on a car, you wouldn't look for a smooth ride." The testers discover many malfunctions and no matter how small, make the manufacturer aware. After adjustments have been made on the item, it can be retested. Until the item proves workable in the cold regions of Alaska, it will not be issued to U.S. troops.

The testing and retesting can become monotonous for the specialists. But, they realize the importance of properly working equipment. The lives of their fellow soldiers as well as their own could depend on it.

Pvt. 1st Class John Mason carries a full rucksack during a portion of a technical feasibility test of ski's at the Army's Cold Regions Test Center in Alaska. (Photo by Rolly Bain)



tidbits & technology

Airborne laser tests successful

The Air Force recently completed a series of experiments during which the Airborne Laser Laboratory (ALL) successfully defeated a Sidewinder air-to-air missile launched toward it.

"These experiments were designed to evaluate the technical performance of the integrated laser subsystems on board the ALL under very stressing conditions." AF officials said.

Although the ALL is a flying laboratory and not a prototype weapons system, these experiments are a major milestone in the continuing Air Force program to further understanding of the technical feasibility to laser weapons.

The experiments were conducted over the Naval Weapons Center range at China Lake, Calif., with Edwards AFB, Calif., as the ALL launching base. Specific details of the experiment are classified.

The high energy laser installed in the ALL is a carbon dioxide gas dynamic laser which produces an infrared wave length of 10.6 micrometers. The ALL is modified Boeing 707 aircraft.

The ALL test program is part of the high energy laser research program conducted by Air Force Systems Command's Air Force Weapons Laboratory at Kirtland AFB, N.M.

P-38 can opener passes into history

"John Wayne" will not be forgotten by the military.

The P-38 "John Wayne" can opener passed into history this year, but will not be forgotten. It is anticipated that more than one million military personnel will mourn the demise of the P-38. The can opener, more than 40 years old, died of natural causes leaving no survivors.

The introduction of the new "Meals-Ready-to-Eat" (MRE) forced "John Wayne" into retirement. The new MREs come in flexible pouches which can be opened simply by tearing off the seal, thus eliminating the can opener needed for the old Combat Ration (C-rat) cans.

The deceased P-38 was a much sought-after and prized possession of the members of the United States Armed Forces, for without it, those combat meals found in tin cans couldn't be opened and eaten. Although a case of "C-rats" contained 12 meals in cans, only four "John Wayne's" were glued to the inside bottom of the cardboard case.

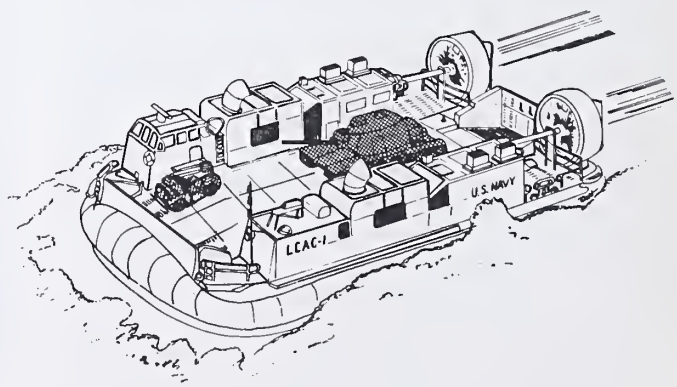
The P-38 is now a part of military history and tradition. It served with a long and distinguished military career.

What is a LCAC?

What is an LCAC? Well, it floats on air and will make amphibious landing possible on 70 percent of the world's shorelines. An LCAC (pronounced "L-kak") is a high speed, ship-to-shore and over-the-beach amphibious landing craft that travels on a pressurized air cushion.

The LCAC can skim over the sea at up to 50 knots (57.5 miles per hour) and can operate independent of tides, water depth and underwater obstacles. It can be launched in minutes, travel up to 200 nautical miles and carry up to 60 tons.

The LCAC will cross the surf zone, approach a beach of virtually any incline and provide a dry landing for Marines and their equipment. By contrast, currently used landing craft which are based on World War II technology can land on only 17 percent of the world's shores.



Soldiers of the future

by Spec. 4. Tammy Hawkins

An 11 ton tanklike vehicle thunders across the Oklahoma plains shattering the silence of a quiet afternoon at Fort Sill. The vehicle stops abruptly and six soldiers scramble over camouflage painted sides. In minutes they have readied and launched the "Corps Commander's Equalizer."

The Equalizer is the Lance guided missile system. The soldiers are members of a specially trained team, Lance missile crewmembers.

The Lance system, a long-range (up to 80 miles) nuclear/nonnuclear missile system, can be operated under all climatic conditions. Highly mobile on either a tracked or air-mobile launcher, the missile's position varies anywhere on the battlefield. The missile contributes a massive punch to the battle destroying required ground targets.

As the Lance guided missile system represents the weapon of the future, the Lance crewmember represents the soldier of the future, providing the skill and manpower needed to maintain and operate these high-technology weapons of tomorrow.

All soldiers who operate these weapons are trained at Fort Sill. To become a Lance crewmember, they must meet standard Army enlistment requirements and qualify to hold a secret security clearance.

To graduate from the Lance missile crewmember course, a soldier must pass all module exams and a final course exam.

Lance soldiers are assigned to either one of six battalions in Germany or two battalions in the United States. Both state-side assignments are at Fort Sill.

A thousand times more complex than the catapult, the first artillery used, the Lance system requires tremendous skills from its operators. The operation, fire direction and maintenance of this weapon is the primary responsibility of the soldiers trained in this Army occupation, the soldiers of the future.

A Lance missile crew works as a team preparing the missile for flight.

Back to

Getting back to the basics. That's w
women do as they take that first step
The Army's Initial Entry Training
"boot camp" or "basic training" days.
civilians into soldiers.
The drill instructors do just that. Th
average Joe into a G.I. Joe. These serg
moment.
The first two weeks are the toughest
O.D.s (olive drab) replace jeans. The A
style. Daily physical training (PT) tra
fighting machines.
Once the fledgling soldiers have gote
really works, the real soldiering begin.
gas chamber experienced and more P
first-aid, and the proper technique for
more PT. They learn teamwork with p
backgrounds. And, they do PT.
Finally, after eight weeks of work, s
soldiering, they earn the title "Soldier

basics

: thousands of young men and
ard an Army career.
come a long way since its earlier
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have eight weeks to turn an
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big transition takes place. Army
y "bald look" becomes the hair
orms out of shape bodies into lean

over their shock of how the Army
Weapons use must be mastered, the
he young recruits learn marching,
gging a foxhole. Of course, there is
ole from totally different

at and mastering the skills of basic

Jungle training—

A Marine rappels from the side of an 85-foot cliff as a training instructor closely monitors.

story and photos by Lance Cpl. Robert Johnson, Jr.

If mud and muscle are essential elements in the making of a U.S. Marine—then the Northern Training Area (NTA) in Okinawa, Japan serves as one tough refresher course for infantry units of the 3rd Marine Division.

Pulling off the highway in northeastern Okinawa, a narrow, winding road of dirt and gravel leads to the Quonset huts, rustic barracks, outhouses, a weight room, a modest dining facility and the pull-up bars of the NTA's base camp. Once inside the camp, which is nestled in one of the area's few clearings, a sense of isolation overwhelms the body and soul.

The camp is peaceful, quiet—seemingly deserted. The perfect atmosphere for serious training—Marine Corps style.

Here in this heavily-wooded, red clay pan, subtropical environment—amid the muck, mire and isolation—that elements of American Marines on Okinawa come to hone their combat skills on rough terrain and in all kinds of weather.

"The NTA was established primarily to enhance the combat readiness of the 3rd Marine Division," said 1st Lt. David Estridge, assistant officer-in-charge. "NTA offers excellent training for small unit operations. The area is ideal for patrolling, raids and counter-guerilla operations."

The basic course of instruction by the NTA staff is the Combat Skills Course. The course is divided into four sections, designed specifically for the infantry company. The 12-day training cycle, conducted "in the bush," concentrates on developing the Marines' expertise in techniques of land navigation, mapping, rough terrain skills, patrolling and company assaults. All the training builds to a final tactical field exercise utilizing the techniques taught during the course.

The first five days are devoted to sharpening skills on land navigation and rough terrain. During rough terrain training, Marines employ the basic techniques of rappelling off an 85-foot cliff and out of helicopters. They also practice overcoming obstacles such as rivers and streams by constructing one-, two- and three-rope bridges and by using the suspension traverse (a quick slide down a guideline on a pulley).

Following land navigation and rough terrain training the infantrymen break down into small groups and go out on patrols.

"On the initial outing," said Estridge, "not one patrol has ever been deemed successful. This is good. It places the idea in the Marines' minds that they aren't as skilled at patrolling as they thought. It shows them how and where they are rusty."

The Marines receive two days of instruction on patrolling and small unit tactics. The next three days are broken down into three 12-hour patrolling sessions.

Six groups patrol at the same time. The first night shows few successes. The second night's

A camouflaged Marine observes and records terrain details during one phase of the land navigation and mapping class.

Marine Corps style

results are slightly higher, but by the third and final night, between 50 and 60 percent of the patrols are successful. Occasionally, 100 percent of the company passes.

In addition to the Combat Skills Course, the NTA offers an Adventure Training Course. This course, designed for non-infantry units, concentrates on developing the individual Marine's confidence and motivation. The four day course includes land navigation and rough terrain skills training.

Throughout the instruction, NTA instructors emphasize safety. Marines have been injured slipping on slick surfaces during the rainy season or falling down ravines and embankments concealed by thick vegetation.

"The knowledge and professionalism of our instructors keep NTA's accident rate at a minimum," stated Estridge. "They are an elite group. They must be good in the jungle. They are responsible for the lives of the Marines they train."

Instructors at NTA are selected from infantry units deployed on Okinawa for a six month period. It takes an exceptional individual to fill the billet.

Prior to donning the red arm band signifying an NTA instructor, Marines spend a six to eight week period learning the ropes.

"Our instructors remain at NTA for two weeks at a time without a break," said Staff Sgt. John Valencia, NTA chief instructor. "It takes a strong willed individual to tolerate the physical demands and the isolation imposed by NTA. But there's an image of an NTA instructor to uphold. After a six month period as an instructor, the Marines have at least doubled their knowledge of the jungle. When they leave here they are fully prepared to go out in the bush and survive during a combat situation."

The training is as rough on the instructors as it is on the troops attending the courses. They go through it every time a company does.

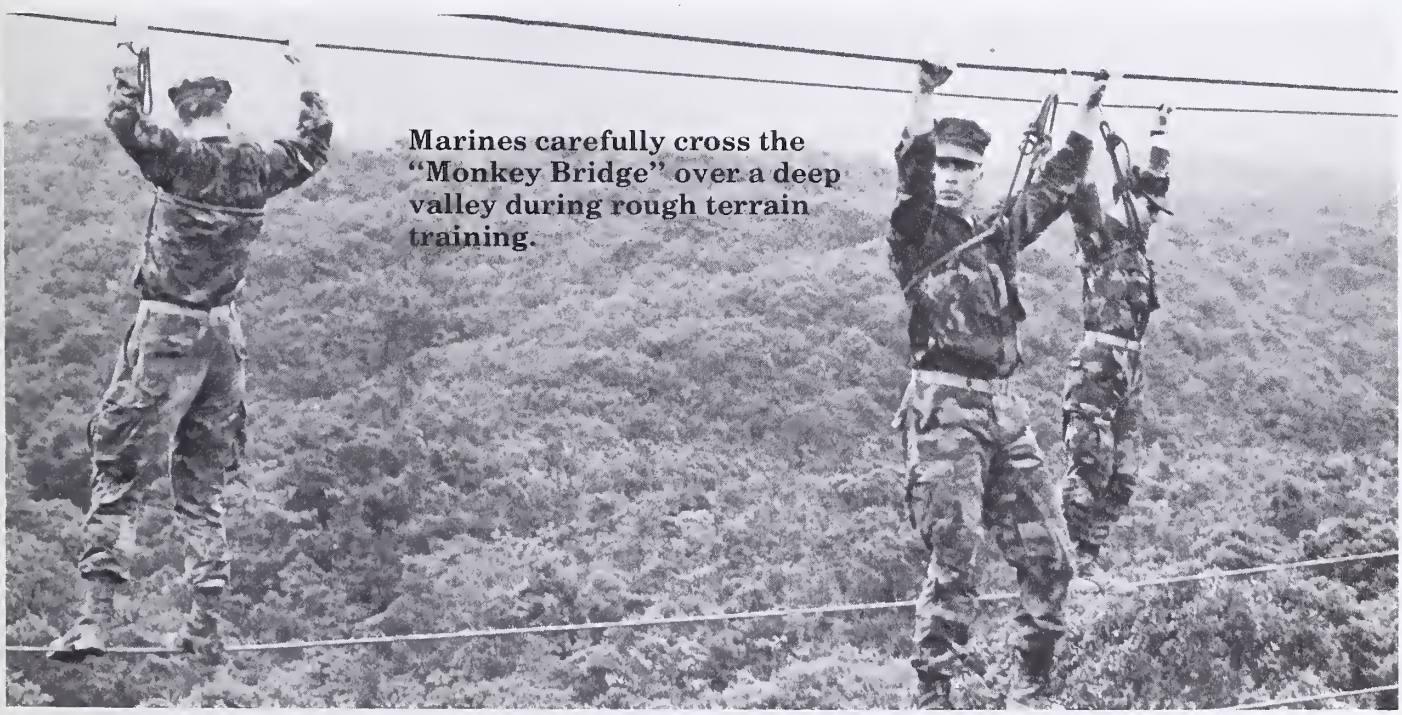
Slippery surfaces and hidden ravines are not the only dangers at NTA. Occasionally, the "Pets of NTA" inflict pain and discomfort on unsuspecting Marines while patrolling. The area is the perfect haven for poisonous Habu snakes, spiders and centipedes. A Marine must be aware of his surroundings at all times.

Lance Cpl. Stephen Loupe, an automatic rifleman from New Orleans, La., said NTA is the type of experience and adventure every American man would enjoy.

"It's the great outdoors and Marine Corps boot camp rolled into one," said Loupe.

In an effort to touch all bases of training, Marines brave the sweltering heat and burning sands of southern California's Mojave Desert for desert training. They also hump the slopes and endure sub-freezing temperatures as part of mountain training in Bridgeport, Calif. But when it comes to jungle training, there's no place like the NTA as far as Marine leaders are concerned.

Okinawa's Northern Training Area illustrates and incorporates "every clime and place" a Marine may encounter.



Marines carefully cross the "Monkey Bridge" over a deep valley during rough terrain training.

Controlling the

by Wilt Baker

A Marine air traffic controller uses a light signal to convey instructions to an aircraft.

"Norfolk approach, Norfolk approach, Rusty Five-Zero declaring an inflight emergency and requesting radar approach."

"Rusty Five-Zero, this is Norfolk radar approach, "What is your emergency?"

"Norfolk approach, Rusty Five-Zero, I'm C-141 experiencing engine shut down, requesting deviation to flight plan and straight approach to Norfolk."

"Roger, Rusty Five-Zero, this is your radar controller, I have you on scope, you are ten miles from touchdown. Landing gear should be down."

"Rusty Zero, begin descent heading Zero-Three-Five. You are three miles from touchdown, slightly below glide path . . . your acknowledgement is not needed further . . . you are two miles from touchdown, adjust glide path . . . one mile from touchdown . . . you are overlanding threshold . . . centerline . . . touchdown . . ."

"Roger, Norfolk approach . . . touchdown. Norfolk approach, . . . thank you."

"Roger, Rusty Five-Zero . . . have a nice day sir."

The pilot and aircraft are safely on the ground. The radar approach sailor leans back in his chair, takes a deep breath and smiles. Another landing safely completed.

"Norfolk approach, this is . . ."

Another aircraft calls for landing instructions and the sailors returns to the radar scope.

Just another day in the life of military controllers, professionals who guide aircraft through the skies around military bases throughout the world.

"Our job is to provide a safe, orderly and expeditious flow of military and civilian traffic in our airspace," said Master Gunnery Sgt. Robert H. Mifflin, a Marine air traffic controller.

airways

"The job carries with it an awesome responsibility," said Capt. Carolyn Fisher, an instructor with the Air Force's Air Traffic Control School at Keesler Air Force Base, Miss. "The controllers are tasked with the safe passage of all aircraft throughout their airspace." At some military bases this can mean handling hundreds of thousands of flights each year.

Military controllers from the Army, Navy, Marines and Air Force work hand-in-hand with Federal Aviation Administration and foreign controllers throughout the world. Each military controller must pass the FAA exam before becoming an air traffic controller.

The U.S. Armed Forces conducts training at three schools to supply the military with the needed controllers. The Navy runs the program for sailors and Marines at their 14-week school at the Naval Air Technical Training Center in Millington, Tenn. The Air Force operates a 16-week school in Mississippi and the Army receives their training at Fort Rucker, Ala. The Coast Guard does not have air traffic controllers. Each school teaches basic controller courses plus provides practical and hands on experience.

"Controllers can look forward to two years of studying and hard work," said Master Sgt. Bob Leffard, an Air Force controller. "There's the controller's formal school and then it's almost a year and a half before a controller becomes self-assured and competent."

"Each time a controller moves to a new facility, they must be recertified," said Chief Petty Officer Linda Dunn, a Navy air traffic controller. "An air traffic controller's duty is to learn and memorize the base's air-space, regardless of which position the controller has been assigned."

A radar approach controller plots aircraft positions on his scope.

Military air traffic control is divided into two sections, the control tower and radar approach. The control tower directs all visual landings and aircraft movements on the ground. Radar approach directs aircraft to the runways through the use of radar. These men and women can actually talk a pilot to a perfect landing in zero-visibility weather.

"The military uses more and younger controllers than found in the FAA towers and radar facilities," said Master Sgt. Tim Brown. "Most FAA controllers are trained by the military. The military loses many controllers to the civilian market, so we must have a constant training program to insure the young military controllers can meet their daily requirements."

While many of the military controllers leave the service family to work for the FAA, others use their training as a stepping stone for new careers. Some become pilots, space vehicle trackers or one of many other technical occupations.

For whatever reasons young men and women join the military air traffic control family, they find their extensive training pays off. Whether they make the military a career or leave after a few years, they have the knowledge that they have worked with a highly motivated group of well trained professionals—at their stations on the ground and in the air.

Muscle, Might

Aircraft carriers, battleships, cruisers and destroyers alike dwarf the tugboats berthed at Norfolk Naval Station, Norfolk, Va. But here, as at any naval port, the might and maneuverability of the YTBs (Yard Tug Big) are essential for ship movement within the harbor.

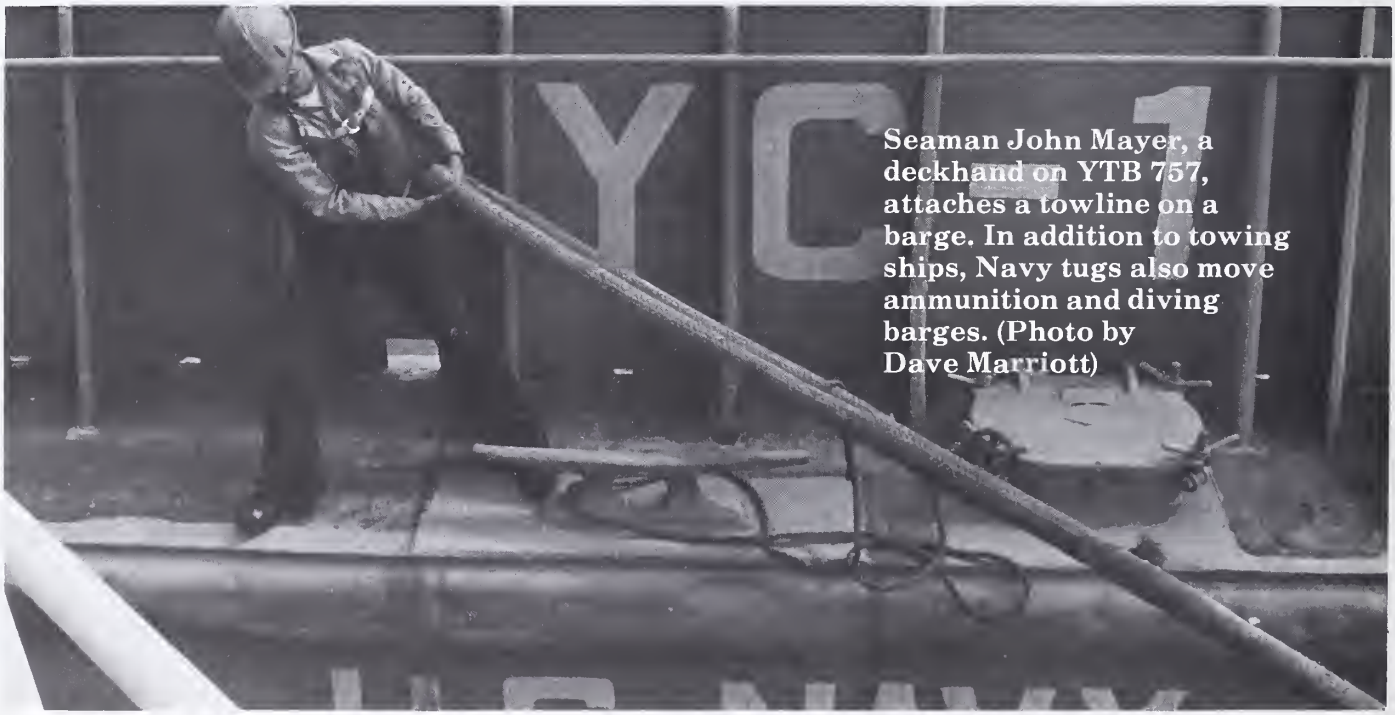
Chief Petty Officer Goffinett

"Ships entering, departing or just changing berths in port normally operate under their own power, said Chief Petty Officer Gary L. Goffinett, tugmaster of the Oshkosh, YTB 757. "But because of their size, even the smaller ships lack the response required to pull beside or leave piers occupied by one or more ships. Ships dock like cars park in parking lots, side by side, one behind the other. That's where tugs come into the picture. Our response and power gives us the capability to push ships into a berth leaving mere feet between it and the next ship."

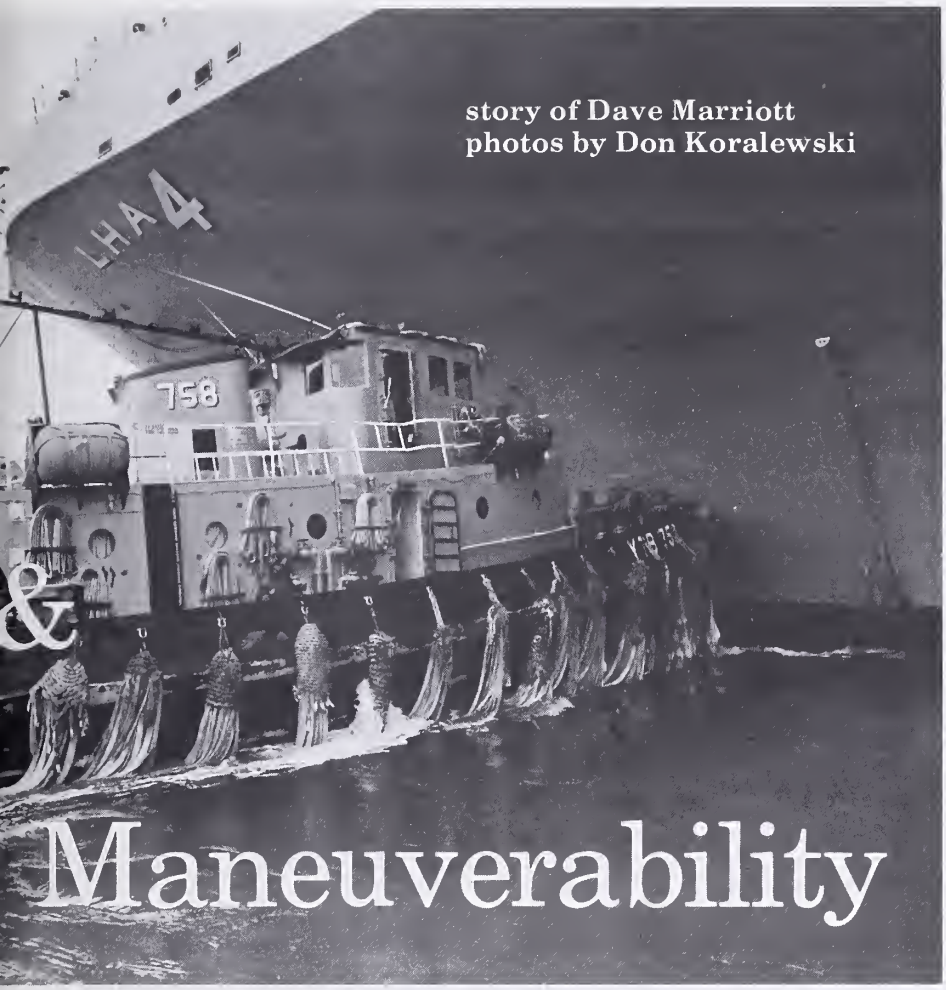
And push ships they do. In a port the size of Norfolk, tugs make up to 15 "movements" a day. A "movement" on the waterfront can be moving anything from a 18,000 ton ship to towing an ammunition or diving barge, and can take from 45 minutes to six hours to perform.

A chief or first class petty officer commands the YTB. Serving as a tugmaster gives senior enlisted men the unique opportunity to experience the responsibilities of a command, normally an officer's position.

"I perform the same functions as a ship's commanding officer, only on a smaller scale," said Goffinett. "I'm responsible for everything that takes place on my boat; the operations, maintenance and safety of both boat and crew."



Seaman John Mayer, a deckhand on YTB 757, attaches a towline on a barge. In addition to towing ships, Navy tugs also move ammunition and diving barges. (Photo by Dave Marriott)



Maneuverability

story of Dave Marriott
photos by Don Koralewski

Before qualifying as a tugmaster, chief and first class petty officers go through an extensive six-month, on-the-job training program. Prospective tugmasters must pass a comprehensive written exam on navigation, engineering, rules of the road and local port and area waterways prior to taking charge of their own tug.

A chief engineer, a mess specialist and seven seamen make up the remainder of the crew. Like the tugmaster, there is no school for tugboat duties. The crew learns their duties on-the-job. They work a 60 to 80 hour week, so it doesn't take them long to learn.

In addition to performing the normal shipboard duties (cleaning, scraping, painting, and caring for the engine), tugboat crewmen "work the lines."

"Working the lines is tugboat terminology for tying or attaching towlines," said Petty Officer 2nd Class Mike Anglin, chief engineer of YTB 757. "But working the lines is not as simple as it may sound. When a tug is towing a ship, the lines must be attached in such a manner that the tugmaster can pivot the bow allowing the tug to push a ship in any direction needed. If the lines are slack, the tug can drift away from the ship or get its lines tangled across the bow."

"There is a certain amount of danger involved when working the lines," said Goffinett. "When we have a ship in tow there is approximately 3,000 pounds of pressure on each three inch line. The lines we use are nylon, and because they are nylon they stretch. Sometimes when a line is stretched too far or too often, it gives. When it gives, anyone in its way stands a good chance of being killed or seriously injured.

"This job is no different than any other," he continued, "after sailors have worked around the lines for a few months they may get careless. They'll stand too close or straddle them. That's when the chief engineer and I take action. It's not because we're mad, it's because we're concerned for their safety."

Snapping lines aren't the only dangers tug crews face. Crewmen jump from the boat to the barge daily while tying towlines. Landing on a wet or icy spot can cause broken bones and cuts. Because of the dangers and potential for injury, it's imperative that every man knows the others' job.

"We're a well trained crew," said Petty Officer 2nd Class Dennis Crandall. "I'm the boat's mess specialist or cook. My primary job is preparing meals for the crew, but I do more than that. I work the lines and barges as much as anybody else. I have to know my shipmates' job in case an emergency arises where I'd have to work the deck."

While towing ships and barges are the YTB's primary function, they also perform two essential additional duties—fire fighting and rescue missions.

The 109-foot boat is equipped with two fire fighting systems for battling fires both in port and at sea. Totally self-sustaining, the YTBs have sleeping quarters, a lounge, galley and eating area. It carries a food and water supply large enough to allow operations for up to a week at sea.

"Our fire fighting systems draw salt-water from the sea, so we can fight fires endlessly," said Goffinett. "Going to sea on rescue operations is another matter. While the boat is large enough to withstand rough water, we aren't equipped with a water purification system. Once our water supply is depleted, we have to return to port."

Whether at sea or in port, YTBs are indispensable to the Navy, and their crews know it. "Tug duty is not a popular job. The duty is often boring and thankless," said Anglin. "The job's not physically demanding, but it does entail a lot of hours. There is some self-satisfaction though, because let's face it, without tugboats the fleet couldn't move."

Land of fire and ice

by Frank Fisher

BRRRRRR!

An involuntary shudder is a typical reaction for someone who receives orders to the NATO base in Keflavik, Iceland. For many people, just mentioning Iceland conjures up visions of igloos, ice, wind-blown snow and Eskimos.

These visions are only partially correct. Although Iceland does have ice and wind-blown snow, it has less than many areas in the northern United States. But it does not have igloos or Eskimos. Iceland's 229,000 people, predominantly of Scandinavian descent, live in modern homes.

Members of the Navy, Air Force, Marine Corps and Army—in descending order of numbers—are stationed there as part of the Iceland Defense Force, a North Atlantic Treaty Organization (NATO) command. The forces in Iceland defend the country from outside attack as well as detect, identify and track any aircraft, ships and submarines entering the North Atlantic adjacent to the island.

Duty on Iceland is enjoyed mostly by adventuresome, open-minded people who don't let first impressions set the tone of their tours. It would be easy to get the wrong impression about the beauty of Iceland, if one simply flew to the base and never passed through the gates.

The base is located at Iceland's International Airport, where arriving passengers find it relatively small and scenically barren. The base occupies a flat, rocky lava plateau which is a 45 minute drive from the nation's capital, Reykjavik. There are some grassy fields and a park is being built, but the beauty of Iceland is in the surrounding countryside where waterfalls tumble from high precipices, geysers shoot into the sky and glaciers provide a look into the ice age. There are erupting volcanoes, beautiful streams and lakes, farms and fishing villages.

About 5,000 people, including military men and women, civilian employees and their families, make the NATO base their temporary home. All military members and their families are required to live on base. The base has 920 family housing units and 15 buildings to house the single sailors, airmen, soldiers and Marines. Generally two or three people share a room in the barracks.

The base has many of the conveniences and recreational opportunities one would expect to find in a small community in the states—perhaps more.

Indoor activities become the only avenue for recreation when high winds are blowing. Wind is a dominant factor in Iceland's weather, and the temperature range (not counting chill factor) is limited. For example, the mean annual January and July temperatures for Reykjavik are 31 and 52 degrees Fahrenheit, respectively. Winds of 35 mph are common and occasionally surpass 80 mph. As a result extremely cold chill factors are experienced, and must people must dress accordingly.

The contrasts of environment across the land are unique, making Iceland a remarkable country. Other factors that account for Iceland's being unique are explained by its geography and geology. Known as the "land of fire and ice," Iceland has active volcanoes, steam vents, hot springs and geysers and the largest glacier in Europe.

While the northern tip of the island almost touches the Arctic Circle and 13 percent of the area is covered by glacial ice, temperatures on the coast (where the base is located and most people live) are moderated by the influence of the Gulf Stream.

Generally, military people in Iceland become involved in activities they rarely (or never) participated in at home and have opportunities they didn't expect. Along with the local recreation department (which sponsors intramural sports etc.), the base has a fully equipped hobby shop for use by military personnel and their family members.

Activities offered by the hobby shop include leathercraft, ceramics, electronics, woodworking, photography and lapidary. Hvitarbakki Lodge—about 130 miles from the base—offers fishing, swimming, hunting, camping, horseback riding and sightseeing.

News and entertainment sources include Navy Broadcasting Service Detachment Eight, American newspapers and magazines obtained at the Navy Exchange along with the European Stars and Stripes newspaper.

The way most people combat the feeling of isolation and separation is by meeting Iceland and Icelanders off base. The town directly outside the base gate offers shops, sightseeing attractions and movies. English language movies (with Icelandic subtitles) dominate Iceland's cinematic fare.

The distance from the base to Reykjavik, Iceland's largest city, is 35 miles. As Iceland's cultural center, Reykjavik offers a broad range of activities. With a population of 85,000, it has museums, nightclubs, swimming pools, spectator sports, restaurants, movies, symphony concerts, ballet, opera, tours and shopping.

People with orders to Iceland don't have to resign themselves to a long, boring tour at a remote site. It's an active, friendly base where people participate in a wide variety of activities. A tour in Iceland provides the opportunity for adventure, cultural enrichment and learning.

The 5,000 Americans taking up temporary residency on the NATO base in Keflavik, Iceland set aside their visions of igloos and Eskimos upon arrival. Churches, modern cities and fishing trawlers are more likely sights. Geysers are among the most popular tourist attractions.

They bury their mistakes

by Tracy L. Tanner

"We bury our mistakes" insists a sign posted on the Aviation Survivalmen (ASM) hangar wall at the Coast Guard Support Center in Elizabeth City, N.C.

To an unknowing visitor, the sign might seem a pretty drastic measure. What kind of mistakes is it referring to would probably be the first question. All kinds of possibilities come to mind.

Rest assured, the owners' of this sign aren't talking about a failing marriage where a wife would be buried, or a lemon of an automobile bought at a used car lot. The men working in this hangar are Aviation Survivalmen. Their responsibilities range from repairing parachutes to maintaining all search and rescue equipment carried by Coast Guard aircraft.

Dedicated to the survival of pilots and crew in case of mishap, the ASMs also service and maintain oxygen-breathing equipment and pumps dropped from helicopters to aid boaters in trouble.

The survivalman does not hold the responsibility for keeping the aircraft in the air, that's a job left to other skilled hands. By insuring the inflatable rafts and survival equipment remain up to par, the survivalmen simply keeps crew and aircraft above water if failure does occur.

Once each month, ASM visually check their job related equipment on each aircraft. They inspect for tears that might have occurred while the equipment was stored in the aircraft. Every six months the ASM perform a functional check insuring the equipment remains in proper working order.

Chief Petty Officer Ray A. Stalvey, the ASM chief at Elizabeth City, claims his men don't get a lot of respect from the other Coast Guardsmen because their work isn't seen. "They think we just sit around and don't do a whole lot," said Stalvey. "But, when a mishap does occur, our equipment remains ready for them. That's when they realize, 'Hey, those ASM are on the ball.'"

While on a mission in Florida, Chief Petty Officer Paul Young, an aviation machinist mate stationed at the support center was riding in a helicopter that went down. His life and the lives of the crew depended on the survival gear. "Everything worked great," claimed Young. "We even had flotation devices that keep the helicopter from sinking," he said. "I guess I don't really give the aviation survival equipment a lot of thought," said Young, "but it has always been there for me."

"It gets boring sometimes because we're taking the same piece of equipment out each month and checking it. Some of this equipment hasn't been used for four years," Stalvey explained, "but, there is the possibility that it will be needed in the near future. We have to keep that thought in our minds and make sure everything's in proper working order in case that time comes."

Stalvey, a former boatswain mate on a 378-foot cutter, chose the aviation field because airplanes come home every night. His boatswain's mate experience has paid off in the ASM field. "Boatswain's mates are often called 'jacks-of-all-trades' because of the many jobs put on their shoulders," Stalvey explains, "the same goes with ASM." Besides the duties that accompany their field, the survivalmen at the Coast Guard Support Center also conduct the basic Coast Guard skills training for other units, fire weapons once a year to insure they are functional and participate as part of the flight crew.

Stalvey completed his training at the Naval Air Technical Training Center in Lakehurst, N.J. among other Coast Guardsmen, sailors and Marines. Today, the Coast Guard training takes place at the ASM school located at Elizabeth City. "This," explained

Petty Officer 3rd Class Bruce Keating and Chief Petty Officer Ray Stalvey pack a parachute.

Stalvey, "directs the training more to the Coast Guard's needs."

Petty Officer 3rd Class Bruce B. Keating attended the new 16-week course. "It was tough," said Keating. "There was a lot of information to absorb, but I enjoyed the challenge."

The 16-week class includes a one week indoctrination to hone the student's skills in math and English. Keating explained that in his field, a higher degree of mathematical knowledge is necessary than simply adding and subtracting.

After the first week, the fledgling ASM student begins training. The students receive instruction in aerodynamics, parachute rigging and repair, survival techniques and equipment fitting, plus weapon maintenance.

Keating enjoyed the sewing portion (used when repairing parachutes) of the class the most. He said, "It was fun learning something like that and finding out it wasn't as hard as I've always thought." The ASM students learn machine maintenance as well as how to sew basic seams. It all comes together in the form of a gym bag made by each individual to carry on to their next assignment.

"The school strives for 100 percent," said Keating. "Ninety-eight percent doesn't get it when you're talking about whether a man's parachute will open or not." Due to this, the ASM students pack and repack the parachutes under the close observation of their instructors.

"In our field, there isn't room for mistakes," said Keating. "And, the reason is simple. Like the sign says, 'We bury our mistakes.'"

Bruce Keating demonstrates his abilities at operating a sewing machine as well as repairing a parachute by hand. Aviation survivalmen learn the basic sewing techniques during their 16 weeks of classroom instruction.

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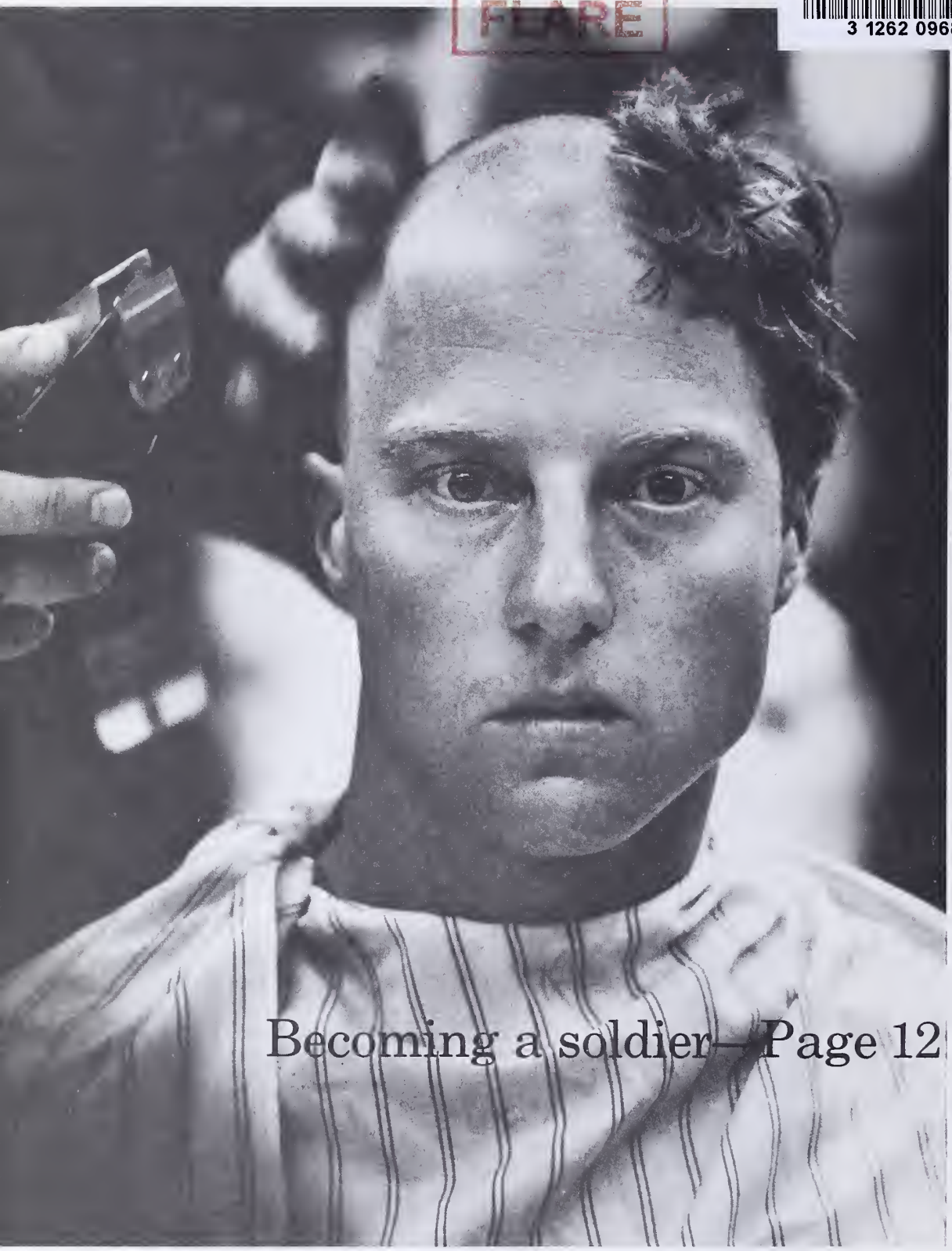

Becoming a soldier—Page 12

Discipline is based on pride in the profession of arms, on meticulous attention to details, and on mutual respect and confidence. Discipline must be a habit so ingrained that it is stronger than the excitement of battle or the fear of death.

General George S. Patton, Jr.

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